MOTORCYCLE SAFETY

STATISTICS

IN 1999, 41% OF ALL MOTORCYCLISTS INVOLVED IN AN ACCIDENT WERE SPEEDING.

IN 1999, THE PERCENTAGE OF ALCOHOL INVOLVEMENT WAS MORE THAN 50% HIGHER FOR MOTORCYCLISTS THAN FOR DRIVERS OF PASSENGER VEHICLES.

IN 1999, 42% OF MOTORCYCLE OPERATORS WHO DIED IN SINGLE-MOTORCYCLE CRASHES WERE

STATISTICS

50% OF MOTORCYCLE FATALITIES ARE RELATED TO NEGOTIATING A CURVE PRIOR TO A CRASH.

BRAKING AND STEERING MANEUVERS CONTRIBUTE TO ALMOST 25% OF RIDER FATALITIES.

ALMOST 60% OF MOTORCYCLIST'S FATALITIES OCCUR AT NIGHT.

STATISTICS

HELMET USE AMONG FATALLY INJURED MOTORCYCLISTS WAS BELOW 50%.

ALMOST ONE-THIRD OF THE FATALLY INJURED OPERATORS DID NOT HAVE A PROPER LICENSE.

COLLISION WITH A FIXED OBJECT IS A SIGNIFICANT FACTOR IN OVER HALF OF MOTORCYCLE FATALITIES.

STATISTICS

UNDIVIDED ROADWAYS ACCOUNT FOR A MAJORITY OF MOTORCYCLE FATALITIES.

MORE MOTORCYCLIST FATALITIES ARE OCCURRING ON RURAL ROADS.

28,000 MOTORCYCLISTS DIED IN SINGLE VEHICLE MOTORCYCLE CRASHES FROM 1990 TO 1999.

STATISTICS

PER 100,000 REGISTERED VEHICLES, THE FATALITY RATE FOR MOTORCYCLISTS IN 1999 WAS 3.6 TIMES THE FATALITY RATE FOR PASSENGER CAR OCCUPANTS—59.53% TO 16.41%.

PER VEHICLE MILE TRAVELED IN 1999, MOTORCYCLISTS WERE ABOUT 18 TIMES MORE LIKELY AS PASSENGER CAR OCCUPANTS TO DIE IN MOTOR-VEHICLE TRAFFIC CRASHES—23.4% TO 1.3%.

THE STATISTICS ARE SOBERING

CARS VS. MOTORCYCLES

- SIZE
- MANEUVERABILITY
- PERFORMANCE
- COST
- PROTECTION

KNOWING YOUR LIMITS

KNOWLEDGE

EXPERIENCE

PHYSICAL

ENVIRONMENTAL

NAVY AND MARINE CORPS POLICY

OPNAVINST 5100.12 (Series)
MCO 5100.19 (Series)

NAVY/MARINE CORPS MOTORCYCLE DEFINITION

Any government or privately-owned motor vehicle having a seat or saddle for the use of its operator and designed to travel on not more than three wheels.

(This includes vehicles with less than 50cc engines, such as mopeds, motor scooters, and motorized bicycles.)

NAVY/MARINE CORPS MOTORCYCLE POLICY

ALL SAFETY POLICIES APPLY, BOTH ON AND OFF BASE.

MOTORCYCLE OPERATOR TRAINING

ALL PERSONS OPERATING MOTORCYCLES MUST ATTEND A COMMAND-APPROVED MOTORCYCLE SAFETY TRAINING COURSE.

COURSES ARE OFFERED AT NO COST TO THE MILITARY MEMBER

MOTORCYCLE OPERATOR TRAINING

- COMPLETION OF TRAINING IS ANNOTATED IN SERVICE RECORD BOOKS OR OFFICER QUALIFICATION RECORDS.
- MUST PRESENT COMPLETION CERTIFICATE TO RECEIVE ON-BASE DRIVING DECAL.

MOTORCYCLE EQUIPMENT

- HEADLIGHTS (ON AT ALL TIMES)
- REARVIEW MIRRORS

PERSONAL PROTECTIVE EQUIPMENT

- PROPERLY FASTENED DOT APPROVED HELMET
- PROPERLY WORN EYE PROTECTIVE DEVICES
- PROPERLY WORN LONG-SLEEVED SHIRT OR JACKET & GLOVES
- STURDY FOOTWEAR
- BRIGHTLY COLORED OUTER GARMENT BY DAY - REFLECTIVE VEST AT NIGHT

LICENSING REQUIREMENTS

ALL MOTORCYCLE OPERATORS SHALL BE CURRENTLY LICENSED WITH A STATE MOTORCYCLE ENDORSEMENT.

WHERE STATES REQUIRE SPECIAL LICENSES TO OPERATE MOTORCYCLES, SUCH LICENSE REQUIREMENTS SHALL APPLY TO OPERATION OF MOTORCYCLES ON NAVAL INSTALLATIONS.

VIOLATIONS

ALL REGULATIONS AND POLICIES ARE CONSIDERED GENERAL ORDERS; VIOLATORS ARE SUBJECT TO UCMJ.

SERIOUS INJURIES SUSTAINED IN A MOTORCYCLE ACCIDENT WILL TRIGGER AN INVESTIGATION. IF FOUND IN VIOLATION OF POLICY, MEMBER MAY HAVE TO PAY MEDICAL COSTS.

QUESTION
S

SUMMARY